

BUS STOP USABILITY STUDY

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Object of Study:

1. Perform comprehensive inventory and assessment of existing conditions at bus stops including path of travel throughout Los Angeles County

2. Prepare County-Wide Plan identifying needed improvement and establishing criteria for prioritization of improvements
3. Facilitate Coordination by involving key stakeholders in the study including organized disability groups, ADA liaisons from city and county governments

Why is this study taking place?

FTA Office of Civil Rights received a complaint from a wheelchair user who stated that her eligibility for ADA Paratransit should be Unrestricted because she does not know if a bus stop she is traveling to is or is not accessible for her wheelchair

The FTA informed Access Services that it should grant unrestricted eligibility since it is not known if bus stops and pathways to and from the bus stops in Los Angeles County are accessible; resulting in all 18,000+ wheelchair users currently eligible for ADA Paratransit are to be automatically given Unrestricted ADA Paratransit eligibility.

- Access Services and FTA reached an agreement that Access Services would list all inaccessible bus stops located within Los Angeles County on the Access Services website.

Therefore:

- Metro did a preliminary study of one bus line (#2) that starts in downtown LA, runs west through Hollywood, West Hollywood, past UCLA, Pacific Palisades, and to the ocean
- Nearly half of stops were not accessible and only a small number met the ADA accessibility requirements

Beverly Hills



Pacific Palisades



BUS STOP USABILITY STUDY



- Metro and Access Services decided to conduct a study of all 26,000 bus stops in LA County for their usability
- Study will:
 - Inventory all bus stops within Los Angeles County
 - Assess the usability of the stops for accessible path of travel to:
 - bus stops
 - curb cuts
 - sidewalks
 - other accessible features
 - environmental barriers (i.e. poles, fire hydrants...)

– Major tasks:

- Perform a comprehensive inventory and assessment of existing conditions
- Include X/Y GPS coordinates of all bus stops and stations location
- Prepare a county-wide plan that identifies needed improvements and cost estimates
- Facilitate coordination between key stakeholders including disability groups, city and county agencies, and SCAG (MPO)

- Estimated cost is \$1.5 million
- Funding
 - JARC (\$750,000)
 - Prop C (\$750,000)

NEXT STEPS

- FTA requires a sampling to determine what and how many stops meet the JARC requirements. The scope of work for this statistically valid sampling is being developed at this time
- Receive final approval from FTA
- Finalize and issue RFP

More information:

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